

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Project Description <i>from TIP, RTP, and/or project documents</i>		RTIP ID#: 0RA020110	
On Route 405, between Magnolia St and Beach Blvd, construct one auxiliary lane on each direction of traffic.			
Type of project <i>see list below</i>			
Change to existing State Highway			
County: Orange	Narrative Location/Route & Postmiles: Between Magnolia St and Beach Blvd on Route 405, PM 15.4/16.3 Caltrans Projects – EA#: 12-0A7621		
Lead Agency: Caltrans			
Contact Person Fred Faizi	Phone# (949) 724-2145	Fax# (949) 724-2159	Email fred_faizi@dot.ca.gov
Decision Desired <i>Check appropriate box below</i>			
PM2.5	<input type="checkbox"/>	MAYBE Project of Air Quality Concern	<input type="checkbox"/> NOT Project of Air Quality Concern
PM10	<input type="checkbox"/>	MAYBE Project of Air Quality Concern	<input type="checkbox"/> NOT Project of Air Quality Concern
Federal Action for which PM Analysis is Needed <i>Check appropriate box and describe in Comments below</i>			
<input type="checkbox"/> Categorical Exclusion (NEPA)	<input type="checkbox"/> EA or Draft EIS	<input type="checkbox"/> FONSI or Final EIS	<input checked="" type="checkbox"/> PS&E or Construction
<input type="checkbox"/> Other			
Scheduled Date of Federal Action:			
Current Programming Dates <i>as appropriate</i>	PE/Environmental	ENG	ROW
Start	7/1/02	6/30/03	4/1/05
End	6/30/03	11/8/06	11/28/06
CON			
11/1/07			
12/1/09			
Project Purpose and Need (Summary): <i>Attach additional sheets as necessary</i>			
<p>The existing Level of Service (LOS) for the northbound and southbound I-405 between Magnolia Street and Beach Blvd is E and F respectively. The four mixed flow lanes and one HOV lane facility in each direction of traffic provides service to motorists entering and exiting the freeway by allowing weaving into No. 4 lane. This impacts the overall operation of the freeway and slows the movement of traffic at the peak hours due to the increasing number of vehicles entering and exiting the freeway.</p> <p>Providing a northbound auxiliary lane from Magnolia Street on-ramp to Newland St overcrossing, which will be connected to the existing auxiliary lane that has been constructed under Contract No. 12-0A7614, and a southbound auxiliary lane from Beach Blvd on-ramp to Magnolia Street off-ramp will transfer the weaving, occurring in the northbound and southbound No. 4 lanes, to the proposed auxiliary lanes and it will provide an adequate distance for the traffic entering the freeway to accelerate and obtain freeway speeds before weaving onto No. 4 lanes. The traffic exiting the freeway can enter the auxiliary lanes before decelerating and likewise not impacting the movement of the through freeway lanes. This will result in an improved LOS for this segment of I-405 from E and F to B and C for northbound and southbound traffic respectively. These improvements will have a positive impact on the traffic flow, specifically during the peak hours, to improve weaving and reduce congestion.</p>			

Surrounding Land Use/Traffic Generators (especially effect on diesel traffic) Residential
Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (opening year) Not Available
Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (RTP horizon year or design year) Build LOS: B (for NB 405) & C (for SB 405) No Build LOS: E (for NB 405) & F (for SB 405) ADT: 239,000 veh/day % Trucks: 7%
If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (opening year) N/A If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (RTP horizon year): N/A
Describe potential traffic redistribution effects of congestion relief There will be no potential traffic redistribution effects as a result of this project. By adding an auxiliary lane on each direction, the traffic flow during the peak hours will improve which will allow the traveling vehicles operate at higher speeds and therefore, it will reduce the engine emissions.
Comments/Explanation/Details <i>Attach additional sheets as necessary; include narrative reason why POAQC or Not POAQC decision is appropriate</i>

TYPE OF PROJECT:

<i>New state highway</i>	<i>Change to existing state highway</i>
<i>New regionally significant street</i>	<i>Change to existing regionally significant street</i>
<i>New interchange</i>	<i>Reconfigure existing interchange</i>
<i>Intersection channelization</i>	<i>Intersection signalization</i>
<i>Roadway realignment</i>	
<i>Bus, rail, or inter-modal facility/terminal/transfer point</i>	
<i>Truck weight/inspection station</i>	
<i>At or affects location identified in the SIP as a site of actual or possible violation of NAAQS</i>	

REFERENCE:**Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – PM₁₀ and PM_{2.5} Hot Spots**

- (i) *New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;*
- (ii) *Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*
- (iii) *New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;*
- (iv) *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*
- (v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*